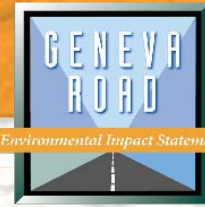


GENEVA ROAD ENVIRONMENTAL IMPACT STATEMENT PUBLIC HEARING



What is the purpose and need for the project?

The “Purpose” defines the transportation problem to be solved and outlines goals and objectives that should be included as part of a successful solution to the problem.

The primary purpose is to:

- *Improve regional and local traffic mobility.*

The secondary purposes are to:

- *Increase safety and enhance opportunities for intermodal facilities on Geneva Road.*

The “Need” provides data to support the problem statement (Purpose). The needs are to:

- *Provide sufficient capacity for increased travel demand*
- *Improve system linkage*
- *Correct existing roadway design deficiencies*
- *Reduce accidents*
- *Provide continuous pedestrian and bicycle facilities*
- *Improve transit compatible facilities*

What alternatives were considered?

FHWA, UDOT, and the Technical Advisory Committee, in conjunction with the public, developed the following alternatives: the No-action Alternative, the Transportation System Management Alternative, Transit Alternative, Improve other Existing/Planned Roadways Alternative, Build a New Road on a New Location Alternative, Three-Lane Geneva Road Alternative, Five-Lane Geneva Road Alternative, and a Seven-Lane Geneva Road Alternative. Analysis of these alternatives, led to the development of a Combination of Lanes Alternative that evaluated differing lane configurations throughout the corridor based on travel demand.

What is UDOT’s Preferred Alternative?

The Combination of Lanes Alternative (known in the document as the Geneva Road Alternative) met the Purpose and Need of the project and had only minimal impacts to critical resources; therefore, it was selected as UDOT’s Preferred Alternative.

All of the alternatives considered, with the exception of the No-action Alternative (which is required to be carried through the EIS study process) and the Combination of Lanes Alternative, were eliminated from further consideration because they did not meet the Purpose and Need and/or had substantial impacts to critical environmental resources.

Project Location



What are the impacts of the No-action Alternative and the UDOT Preferred Alternative?

Environmental Resource	No-action Alternative	UDOT Preferred Alternative
Land Use	No conversion of land to roadway use	<ul style="list-style-type: none"> • Option #1*: 7-ac of agricultural property, 5-ac of commercial property, 27-ac of residential property • Option #2**: 7-ac agricultural property, 20-ac commercial property, 24-ac residential property
Farmlands	No impact	7-ac of farmland
Social Conditions	Existing trends continue	<ul style="list-style-type: none"> • Social characteristics would not be meaningfully altered • Some residential relocations
Relocations	No relocations	<ul style="list-style-type: none"> • Option #1*: 35 residences and 7 businesses • Option #2**: 35 residences and 22 businesses
Economic Conditions	Traffic congestion may influence the type of economic development in the area	<ul style="list-style-type: none"> • Up to 22 businesses relocations • Improved business access and reduced traffic congestion
Pedestrians and Bicycles	<ul style="list-style-type: none"> • Mobility and safety would not be improved • Safety concerns regarding school crossings for Lakeview Elementary School would not be addressed 	Would improve mobility and safety for pedestrians and bicyclists on the Geneva Road corridor
Archeological and Architectural Resources	No impact	<ul style="list-style-type: none"> • Option #1*: 1 Adverse and 1 No Adverse Effect to archaeological resources and 5 Adverse and 54 No Adverse Effects to architectural resources • Option #2**: 1 Adverse Effect to archaeological resources and 5 Adverse and 54 No Adverse Effects to architectural resources
Wetlands	No impact	0.88 acres of wetland impacted
Noise	Increased noise averaging 0.6 dBA	Increased noise averaging 2 dBA
Visual	Existing trends would continue	Wider facility with some structures and vegetation being removed that currently exist within the proposed right-of-way
Air Quality	<ul style="list-style-type: none"> • Potential exceedance of CO NAAQS • Not expected to cause new violations of PM₁₀ NAAQS 	<ul style="list-style-type: none"> • Meets the regional air quality conformity requirements • Not expected to cause new violations of CO or PM₁₀ NAAQS
Environmental Justice	No disproportionately high or adverse effects	No disproportionately high or adverse effects
Energy	<ul style="list-style-type: none"> • No construction energy requirements. • Similar operational energy requirements to Preferred Alternative • Higher fuel consumption due to increased congestion and lower vehicle efficiency 	<ul style="list-style-type: none"> • Construction energy requirements • Similar operational energy requirements to No-action Alternative • Lower fuel consumption due to decreased congestion and higher vehicle efficiency
Water Resources	Existing trends would continue	<ul style="list-style-type: none"> • Increase in 10-year peak flow from 118 cfs to 188 cfs • Water quality would be improved through the addition of curb and gutter, catch basins, storm drain pipelines, and detention basins
Hazardous Waste	Identified hazardous waste sites would not be affected	<ul style="list-style-type: none"> • Strip of property in front of a Superfund Site, Parish Chemical Company, would be required, but this would not include property from the actual working facility • Construction activities are not expected to encounter hazardous waste materials

*Option #1 between 200 North and 1600 North in Orem eliminates the "S-curve" at 400 North and accommodates roadway widening to the west.

**Option #2 between 200 North and 1600 North in Orem retains the "S-curve" at 400 North and accommodates roadway widening to the east.

What is the schedule?



Let us know what you think!

Public input is essential to the EIS process. Past comments received have been reviewed and the project team has worked to develop a well-balanced solution that meets the varied needs of those impacted. Please feel free to comment on the selection of the Preferred Alternative. We greatly appreciate your participation.

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